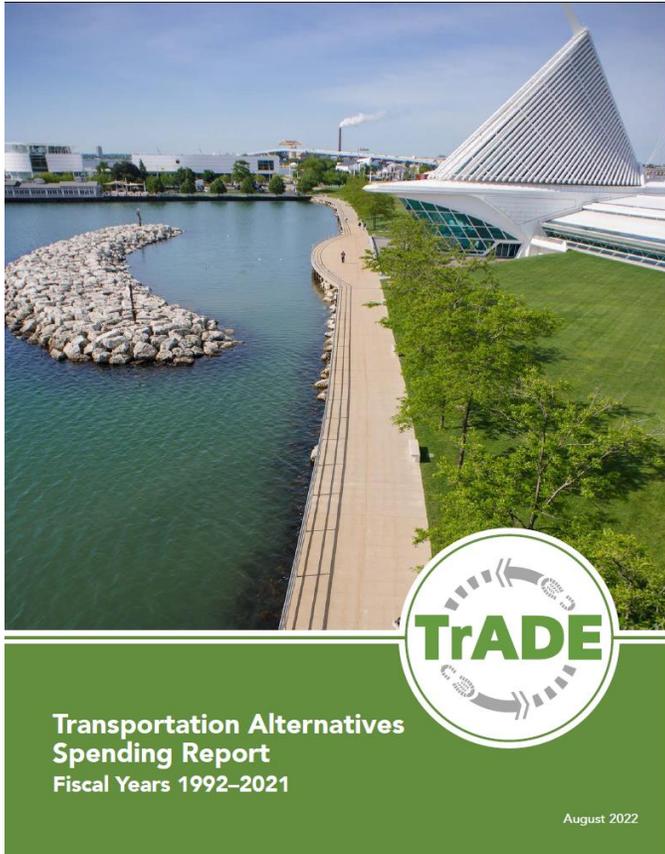
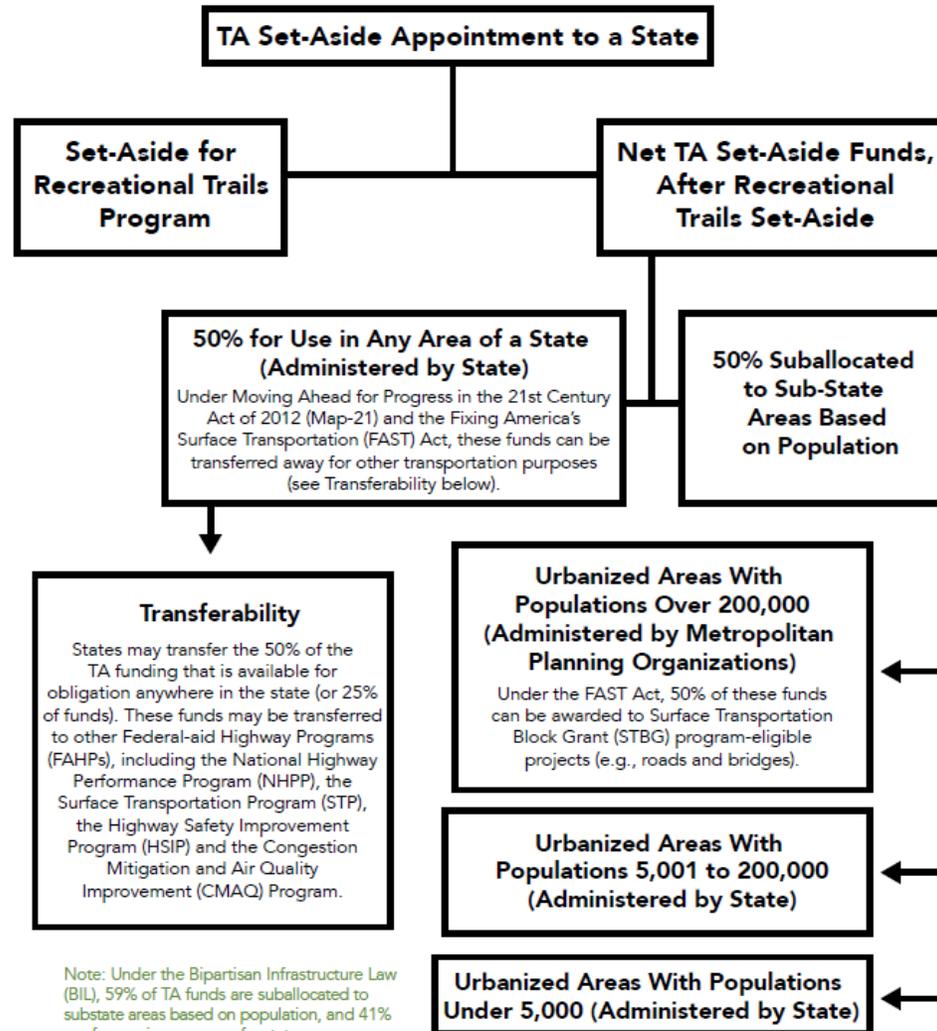


# **Making the Most of Federal Transportation Funds in Your State**

# Transportation Alternatives Spending Report FY 1992-2021



- Helps stakeholders at the federal, state and local levels understand and make effective use of the Transportation Alternatives Set-Aside (TASA) program
- Provides transparency, promotes best practices, and provides citizens, professionals and policymakers with information and access to funding data.
- Data Sources: FHWA's Financial Management Information System (FMIS) and from state department of transportation (DOT) staff.



Note: Under the Bipartisan Infrastructure Law (BIL), 59% of TA funds are suballocated to substate areas based on population, and 41% are for use in any area of a state.



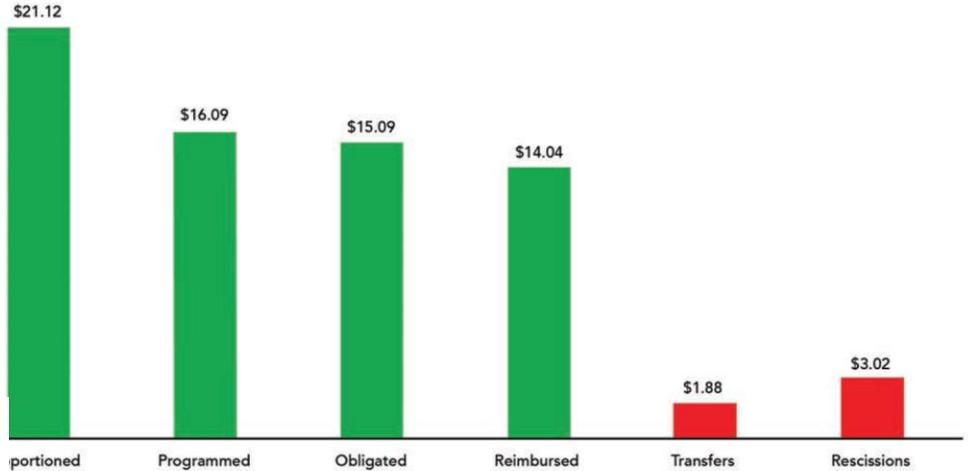
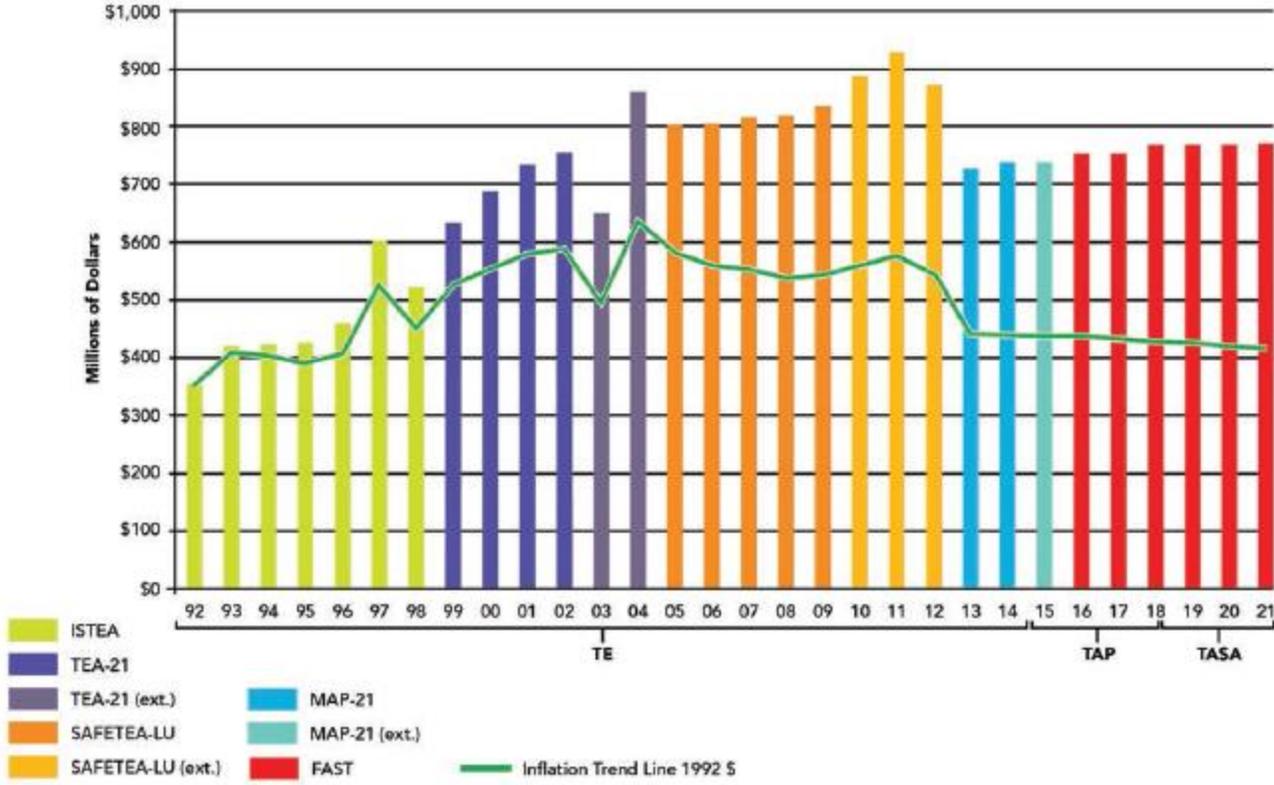
# FY 2021 Highlights

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- A total of \$459 million was obligated to TA projects in fiscal year (FY) 2021, in contrast to \$4.4 billion in TA application requests in FY 2020.
- Approximately 16% of the total FY 2021 TA apportionment, or \$126 million, was lost through transfers, largely to the Surface Transportation Program/Surface Transportation Block Grant program (STP/STBG), a trend that began under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued under the Fixing America's Surface Transportation (FAST) Act.
- Obligation rates decreased to 60% of apportioned funds, or \$459 million, down from \$546 million the prior year.
- Approximately 78% (\$599 million) of TE/TA/TASA funds was reimbursed, marking the completion of projects and return of up-front funds to local pockets.

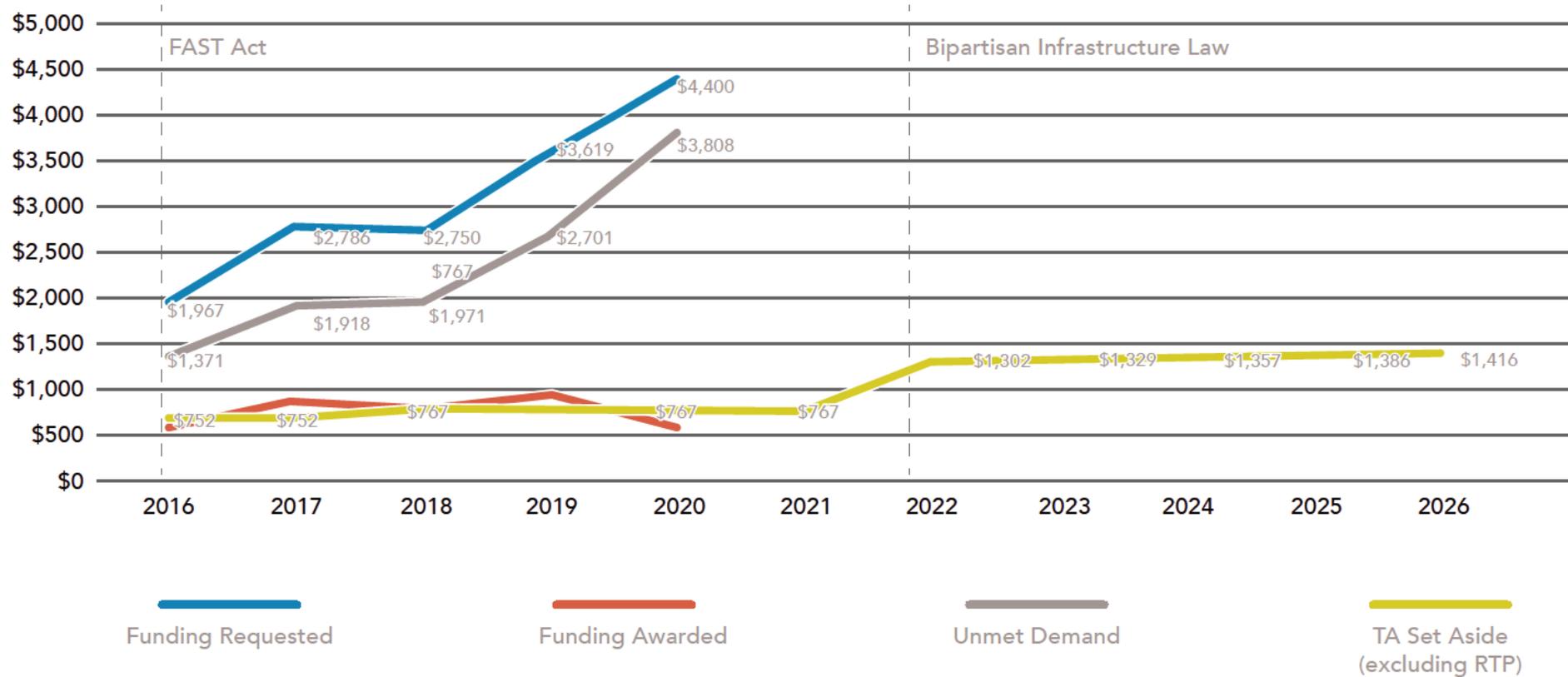
# Trends FY 1992-2021

Cumulative Numbers 1992-2021 (billions)

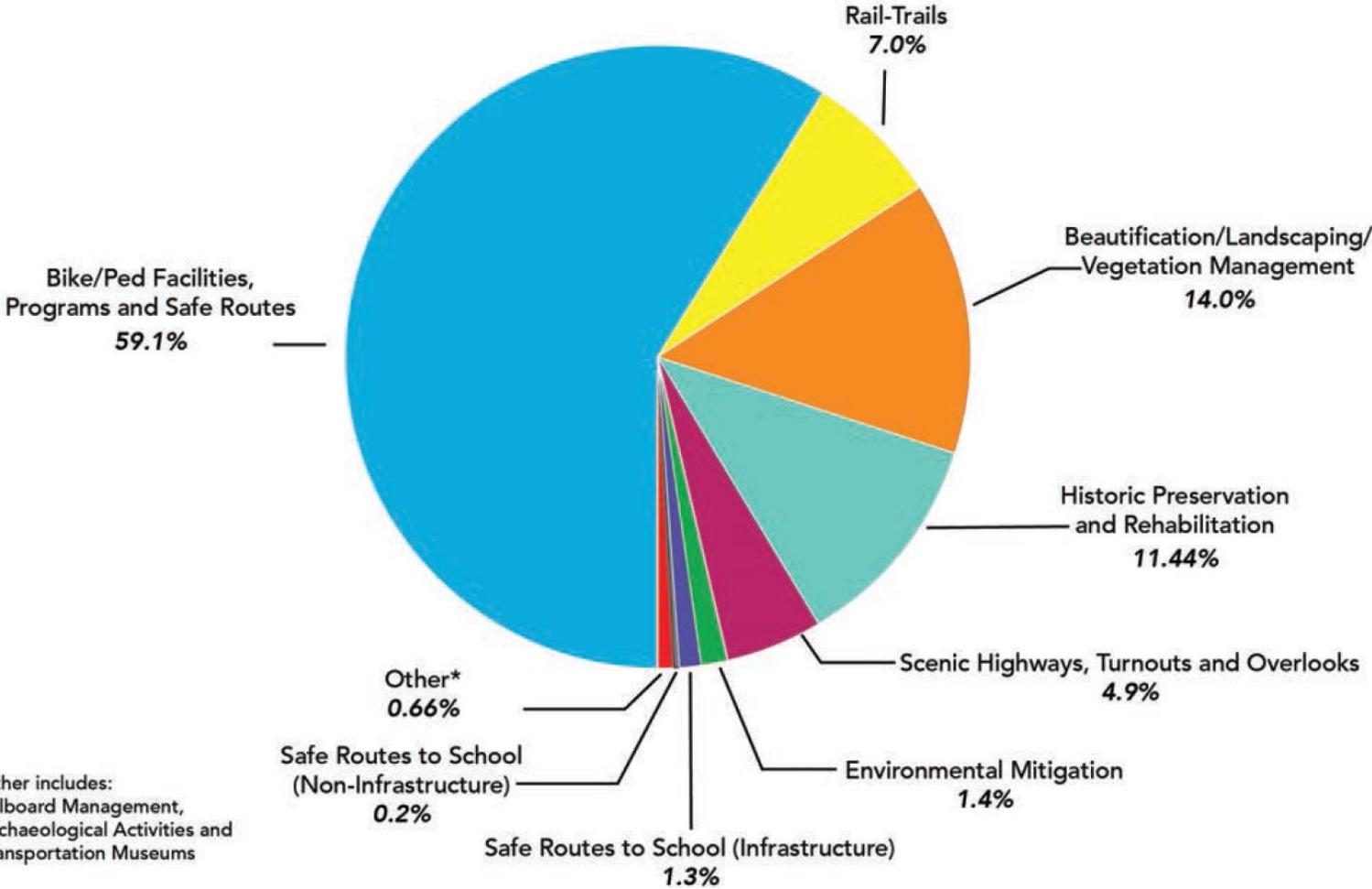


# Funding and Unmet TA Needs FY 2016-2026

TA Funding Unmet Demand (millions)



# State Program Analysis FY 1992-2021



\* Other includes: Billboard Management, Archaeological Activities and Transportation Museums



# Making the Most of Transportation Alternatives

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## #1 Spend all the \$

- Obligation rates
- Transfers



Photo courtesy Getty Images

# Making the Most of Transportation Alternatives

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#2 Focus \$ strategically for maximum impact



Bay Area Trails Collaborative: Iron Horse Regional Trail | Photo by TrailLink user tommyonbike\_001

# Making the Most of Transportation Alternatives

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## #3 Equitable Access for All Communities

- Match rates
- Technical assistance



Baltimore Greenway Trails Network: Jones Falls Trail | Photo by Side A Photography

Courtesy Ra

# Making the Most of Transportation Alternatives

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## #4 Trail maintenance



National Public Lands Day 2014 Narada | Photo by Mount Rainier National Park



# Recreational Trails Program

Changes in the Bipartisan Infrastructure Law to the Recreational Trails Program:

1. Any funds spent on eligible Recreational Trails may count toward the non-federal share of a project
2. Otherwise, the program stays the same – no increase

# Other New Programs in the BIL/IRA

1. Grant programs
  - a. Safe Streets and Roads for All (applications were due 9/15)
  - b. Reconnecting Communities (applications due 10/13)
2. Formula - Carbon Reduction Program
  - a. Suballocated like Transportation Alternatives
  - b. States must develop Carbon Reduction Strategy by 11/15/23
  - c. Eligible projects must support the reduction of greenhouse gas emissions

# Engaging your State DOT and/or MPO

Tips for how to engage transportation stakeholders to encourage trail development

- Understand the process, including public engagement requirements
  - TIPs/STIPs – what has to be included
  - Long-range plans
  - Technical assistance opportunities
- Engage decisionmakers
  - Priority letters
  - MPO board members
  - State legislators
- Timeline

# Questions?



**rails·to·trails**  
conservancy

**[Railstotrails.org](http://Railstotrails.org)**